

# Public Document Pack



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Friday 13 September 2024

## Notice of Meeting

Dear Member

### **Growth and Regeneration Scrutiny Panel**

The **Growth and Regeneration Scrutiny Panel** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Monday 23 September 2024**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read "S Lawton".

**Samantha Lawton**

**Service Director – Legal, Governance and Commissioning**

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

## **The Growth and Regeneration Scrutiny Panel members are:-**

### **Member**

Councillor Zarina Amin (Chair)

Councillor Bill Armer

Councillor Aziz Daji

Councillor Alison Munro

Councillor Harry McCarthy

Vacancy - Community\_Alliance

Jonathan Milner (Co-Optee)

Chris Friend (Co-Optee)

# Agenda

## Reports or Explanatory Notes Attached

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**Pages**

**1: Membership of the Panel**

To receive apologies for absence from those Members who are unable to attend the meeting.

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**2: Minutes of the Previous Meeting**

1 - 6

To approve the minutes of the meeting of the Panel held on the 12 August 2024.

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**3: Declaration of Interests**

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

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**4: Admission of the Public**

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Panel.

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**5: Deputations/Petitions**

The Panel will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

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## **6: Public Question Time**

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

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## **7: Kirklees Major Transport Capital Schemes; Annual Report 2024**

9 - 28

To note and comment on the annual update on the Council's major transport capital programme.

**Contact:** Rashid Mahmood Head of Major Projects and Ilyas Ramjan Strategic Partnership Lead. Tel: 01484 22 1000

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## **8: Our Cultural Heart**

29 - 40

The Panel will receive a presentation providing a progress update on Our Cultural Heart.

**Contact:** Edward Highfield, Service Director, Skills and Regeneration. Tel: 01484 221000

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Contact Officer: Jenny Bryce-Chan

## KIRKLEES COUNCIL

### GROWTH AND REGENERATION SCRUTINY PANEL

**Monday 12th August 2024**

Present: Councillor Zarina Amin (Chair)  
Councillor Bill Armer  
Councillor Alison Munro  
Councillor Harry McCarthy

In attendance: Cllr Moses Crook, Portfolio Holder for Housing and Transport  
Naz Parkar, Service Director Homes and Neighbourhood  
Sarah Holmes, Housing Services Strategic Manager  
David Shepherd, Executive Director for Place

Apologies: Chris Friend (Co-Optee)

- 1 Membership of the Panel**  
Apologies were received from Chris Friend.
- 2 Minutes of the Previous Meeting**  
That the minutes of the meeting held on the 25<sup>th</sup> March 2024 be approved as a correct record.
- 3 Declaration of Interests**  
No interests were declared.
- 4 Admission of the Public**  
All agenda items were considered in public.
- 5 Deputations/Petitions**  
No deputations or petitions were received.
- 6 Public Question Time**  
No public questions were asked.
- 7 Kirklees Preventing Homelessness and Rough Sleeping Strategy 2024 - 2029 & Temporary Accommodation Placement Policy 2024**  
Cllr Moses Crook, Portfolio Holder for Housing and Transport, introduced the item, informing the Panel that the information being presented is a pre-adoption review of the updated Kirklees Preventing Homelessness and Rough Sleeping Strategy, which will run until 2029 and the Temporary Accommodation Placement Policy. Strategic update is a periodic and statutory requirement every five years; however, it is of critical strategic importance to Kirklees.

## Growth and Regeneration Scrutiny Panel - 12 August 2024

Housing, and having a safe secure and decent home is a pre-requisite for a healthy and productive life. Health, education and training opportunities, economic inclusion, is all supported through this basic necessity. In addition, the significant direct cost of insecure housing to those individuals needing support, the national housing crisis, which is not unique to Kirklees, imposes significant direct and indirect pressure on the council finances. By way of illustration, last year the temporary accommodation spend on hotel provision was £7.2 million, which was up from £3.1 million in 2022, which is a significant increase. The indirect costs are also significant, better health and education outcomes which are supported by better and more stable and available housing. This allows people to contribute to collective productivity, and reduce the impact on health and other service demands. Housing policy and strategy is essential for those suffering from insecure and non-existent provision, for the collective as well as those individuals future prosperity and to save on immediate and future financial cost to services.

Cllr Crook explained that to briefly illustrate the pressure currently on housing, there are 22,000 council homes plus approximately 6000 available through other registered providers, including housing associations, against a current waiting list of 18,500. Each year 1,800 homes are allocated, the total turnover of housing in council housing stock and other registered providers. Last year 1,926, homelessness assessments were conducted, even without the 18,500 already waiting for housing. The presentations of homeless households significantly exceed the total number of housing that becomes available each year.

In this context, it is clear that the new housing solutions Temporary Accommodation Placement Policy for 2024, needs to navigate a difficult task as to manage demand, and ensure that those in need are supported as well as possible within the national constraints. The policy rightly places emphasis on provision of warm, safe and decent accommodation and also on helping people to remain within Kirklees as close to their support networks as is possible. It rightly places emphasis on the impact of housing insecurity on children and also on early interventions to reduce the number of households ultimately presenting as homeless. This is a very difficult area of service delivery, and officers should be thanked for the hard work that has gone into developing this strategy and the diligence with which they support vulnerable residents in need, against a significant resource deficit.

Sarah Holmes, Housing Services Strategic Manager, directed the Panel to the summary page of the Preventing Homelessness and Rough Sleeping Strategy which outlined the vision and objectives. The Panel was informed that the vision is as follows:

*“Our vision is for Kirklees to be a place where we work collaboratively to prevent homelessness and rough sleeping, where those most in need are able to access the right help, in the right place, at the right time.”*

## Growth and Regeneration Scrutiny Panel - 12 August 2024

In order to deliver on this vision, the four key objectives set out in the strategy are as follows:

1. Strengthen partnership working to address homelessness and secure the right accommodation
2. Rapid early help and intervention to prevent homelessness from occurring
3. Access to long term, settled homes and temporary accommodation, which is safe and decent, accessible and affordable
4. Tackle rough sleeping to ensure that it is rare, brief, and not recurring

Under each of the objective there are a summary of the key actions that will be undertaken over the five year period of the strategy. The intention is to work with partners on the Kirklees Homelessness Forum to refine the action plan. The progress against the objectives will be measured through a number of key performance indicators. The overall success of the strategy will be measurable through a positive direction of travel in these areas:

- More positive homeless prevention outcomes
- Greater use of private rented sector accommodation
- Less reliance on bed and breakfast for temporary accommodation
- Reduced length of stay in all types of temporary accommodation; and
- Reduction in rough sleeping

The Panel was informed that the Temporary Accommodation Placement Policy, sets out the key principles and factors that the council will consider when making its temporary accommodation placements; and it confirms the council's commitment to offering temporary accommodation wherever possible within the Kirklees district. The policy also sets out the key principles and factors that will be considered when making temporary accommodation placements.

The Panel was directed to a section of the report which stated that the average length of time a household spends in all forms of temporary accommodation can be up to 24 months. This was highlighted as an error, and the wording will be corrected to read "that 2% of the residents that are in temporary accommodation are still awaiting a home after 24 months". The Panel was advised that it is a small number that are waiting in temporary accommodation for 24 months or more.

In response to the information presented, the Panel made comment and asked questions including some of the following:-

- The figures contained within the report does not include the numbers of rough sleepers who are ex-service personnel. In future when the figures are being compiled, can it include those who are ex-service personnel?
- Can the council liaise with forces organisations and charities to assess the broader picture with regard to ex-service personnel, particularly in relation to PTSD as it would be good to get a handle on this?
- Its seems to be aspirational only in terms of finding long term permanent accommodation, is that the top priority and has the council considered crowd funding as some authorities have set up partnerships to crowdfund?

## **Growth and Regeneration Scrutiny Panel - 12 August 2024**

- What is the percentage of young single people needing housing units compared to families seeking council housing units?
- There seems to be an issue where people are evicted through no fault evictions from private accommodation, and are seeking council accommodation and are advised to make a counterclaim against their landlord. The council policy does not seem to be favourable in terms of people issuing legal claims against their former landlords. Is there dialogue between the council and housing charities?
- How are the figures with regard to rough sleepers calculated?
- Support to asylum seekers once they have received leave to remain, what support do they receive?

### **RESOLVED:**

- That Cllr Moses Crook and Sarah Holmes be thanked for providing an update on the Kirklees Preventing Homelessness and Rough Sleeping Strategy 2024- 2029 and the Temporary Accommodation Placement Policy.
- That a breakdown of the number of young single people on the housing register be provided to the Panel.

## **8 Approval of Damp, Mould & Condensation (DMC) Policy**

Cllr Moses Crook introduced the item, advising the Panel that the issue around damp, mould and condensation is a well-publicised national issue. The report being presented, outlines the new Damp, Mould and Condensation (DMP) Policy which will further improve the councils approach to service needs and resolve issues within housing stock, in addition to responding to the Regulatory Notice to Improve, which was issued by the Regulator of Social Housing on the 6th March 2024.

The policy prioritises resident safety and demonstrates the new strategy to address damp, mould and condensation within the housing stock. This is by properly reacting to, and resolving root causes by proactively addressing repairs to prevent future instances of damp, mould and condensation from emerging. Ensuring a consistent timely and a well managed approach including positive and clear communication with residents. This policy has been developed in consultation with tenant voice. This policy outlines how the improvement journey will be accelerated in compliance with the regulator's consumer standards.

Naz Parkar, Service Director Homes and Neighbourhood, informed the Panel that this policy has at its heart, the tenant and their safety and wellbeing. It is also a policy that enables residents to become clearer about what they can expect from the council as their landlord in response to damp, mould and condensation. It has been informed and heavily influenced by the tenants voice, using the complaints handling information, feedback from responding to certain cases, taking learning from others in terms of some of the Housing Ombudsman reports, all these have influenced how this policy has been shaped and designed to ensure that the tenants voice is heard loud on it.

It is a policy that takes a fragmented approach because currently, damp, mould and condensation responses are held within the repairs policy which covers a multitude of repair responses and responsibilities. The aim was to have a standalone policy to



## Growth and Regeneration Scrutiny Panel - 12 August 2024

ensure there is a more co-ordinated approach to the way things are done and this enables the design of a much more defined approach in two key areas.

- 1) In terms of reactive, all cases are prioritised by the household circumstances, but also resolves existing open cases, whilst dealing with new ones that are coming through.
- 2) In terms of the proactive approach, it enables the identification of cases that might not be known about, referred to by the Housing Ombudsman as 'finding your silence.' There may be tenants who for one reason or another do not want the council to enter their property, they may have vulnerabilities such as hoarding for instance.

Currently, the response has been on a responsive repair basis, responding to the situation by asking a contractor to go out and carry out a damp and mould treatment and it has not always addressed the real issue. The approach now being adopted is that it is surveyed first, identify the root causes, the response still might end up being a DMC treatment, however it may point to something more fundamental such as a roof repair because there is a leak or there is rising damp or a structural issue.

This approach enables the issue to be addressed at its root cause and it also enables a response to Awaab's Law, which will be enacted through secondary parliamentary legislation at the appropriate time. It also enables a response to the regulatory notice and the consumer standards that the regulator has introduced.

The policy then also shapes the process that is designed around the response and the way work is undertaken. It allows a three month phone call to be built in, once the work has been undertaken, to ensure that the resident has had no further issues. Following that, there will be a six month post work inspection through a surveyor to ensure that the case has been resolved finally and that it is not returning in any way before the job is closed down on the system.

Once the process is designed it also allows thinking around the type of data that will need to be captured, therefore the next steps are to complete the redesign of that process. Rolling out and embedding training to enable staff to see what their role in this looks like and also at the same time as upgrading the systems to ensure that data is captured in a co-ordinated way. Reporting consistently and understanding future trends to be able to respond to them.

It is important to note that when the council reported itself to the regulator and the notice was received on the 6<sup>th</sup> March 2024, there were 1,800 open cases. Work has started in this new way and that has enabled a reduction to the number of cases, down to 1,280 with a target to get to 800 cases before the winter season, before Christmas. Through better monitoring and trend analysis, it will help shape how that is undertaken.

Whilst in the longer term, it is important to note that there are no quick fixes to this, there does need to be a long term approach, to ensure that the asset strategy priorities, invests into properties where there are these sorts of cases. It is important how data is collected in the future to get a better understanding of the

## **Growth and Regeneration Scrutiny Panel - 12 August 2024**

council's housing stock, by doing stock condition surveys and then collecting more data, as this will help identify where to prioritise asset investment in the longer term. In response to the information presented, the Panel made comment and asked questions including some of the following:-

- Cllr Armer stated that in his case work experience he had noticed a marked difference this year, where there has been a much better response, it is moving in the right direction, and it is impressive. There is still a large backlog, however housing are aware and are working on it
- With regard to incorrectly identifying problems that are causing DMC, does this happen quite frequently, because it then takes a long time to resolve the problem?
- With regard to access issues and some of the difficulties accessing some properties, what improvement has there been in terms of resolving those problems?
- There has been an improvement in terms of how housing officers contact residents, and it is key to building good relationships and communication with residents

### **RESOLVED:**

That Cllr Moses Crook and Naz Parkar be thanked for providing an update on the Damp, Mould and Condensation Policy.

**KIRKLEES COUNCIL**

**COUNCIL/CABINET/COMMITTEE MEETINGS ETC**

**DECLARATION OF INTERESTS**

Growth & Regeneration Scrutiny Panel

Name of Councillor

| Item in which you have an interest | Type of interest (eg a disclosable pecuniary interest or an "Other Interest") | Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N] | Brief description of your interest |
|------------------------------------|---|---|------------------------------------|
|                                    |   |   |                                    |
|                                    |   |   |                                    |
|                                    |   |   |                                    |
|                                    |   |   |                                    |
|                                    |   |   |                                    |

Signed: .....

Dated: .....

## NOTES

### Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

(a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and

(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



**Report title:** Kirklees Major Transport Capital Schemes; Annual Report 2024

|  |   |
|--|---|
| <b>Meeting</b>   | <b>Growth and Regeneration Scrutiny Panel</b> |
| <b>Date</b>  | <b>23rd September 2024</b>                    |
| <b>Cabinet Member</b> (if applicable)  | <b>Cllr Moses Crook</b>                       |
| <b>Key Decision Eligible for Call In</b>   | <b>No</b>                                     |
| <p><b>Purpose of Report</b></p> <p>To provide an update on delivery and governance of the Council’s major capital transport infrastructure projects and invite comment/questions from the Scrutiny panel</p> |   |
| <p><b>Recommendations</b></p> <ul style="list-style-type: none"> <li>To note and comment on the annual update on the Council’s major transport capital programme.</li> </ul>                                 |   |

**Resource Implication:**

The vast majority of the cost for the Major Transport Capital schemes is funded by various external funding streams, as set out in Section 2. This includes all development costs and staff time.

Within the Transforming Cities Fund Programme, the Council has previously committed £6.45million of Council capital borrowing as match funding. This is part of the Council's approved Capital plan.

**Date signed off by Executive Director & name**

**David Shepherd**

**Is it also signed off by the Service Director for Finance?**

**Kevin Mulvaney**

**Is it also signed off by the Service Director for Legal Governance and Commissioning?**

**Samantha Lawton**

**Electoral wards affected:****WYTF Programme:**

- Ashbrow/Mirfield/Liversedge & Gomersal – A62 Cooper Bridge
- Lindley/Greenhead – A629 Phase 5
- Holme Valley South – Holmfirth Town Centre Action Plan
- Mirfield, Dewsbury West & East, Batley East - Mirfield to Dewsbury to Leeds Corridor Scheme (M2D2L)
- Crosland Moor & Netherton/Newsome – Huddersfield Southern Corridors
- Dalton/Newsome - A62 Smart Corridor
- Newsome – Huddersfield Rail Station Gateway
- Newsome, Dalton, Almondbury - A629 Wakefield Road Sustainable Travel Corridor
- Ashbrow/Greenhead - A641 Calderdale Scheme

**CRSTS (+TCF) Programme:**

- Dalton – Dalton/Deighton Active Travel
- Liversedge & Gomersal/Mirfield - A62-A644 Bus Enhancements
- Dewsbury East, Batley West, Heckmondwike, Liversedge and Gomersal – A638 Dewsbury to Cleckheaton Sustainable Travel Corridor
- Dewsbury East – Dewsbury Walking and Cycling
- Dewsbury East, Batley East – Dewsbury Batley Chidswell Sustainable Travel Corridor
- Heckmondwike – Heckmondwike Bus Station
- Newsome – Huddersfield Bus Station
- Newsome, Greenhead – Huddersfield Rail Station Connections

**Active Travel Fund**

- Colne Valle, Golcar, Dewsbury East, Dewsbury West, Cleckheaton/Liversedge & Gomersal - Primrose Lane and Huddersfield Canal
- Colne Valley - Huddersfield Narrow Canal
- Newsome, Dalton, Ashbrow - Huddersfield Broad Canal

**Ward councillors consulted:** All Ward Councillors are consulted where schemes are being planned and at various points throughout a scheme's development.

**Public or private:** Public.

**Has GDPR been considered?** Yes.

## 1. Executive Summary

In line with the Council's key priorities of investing in our towns and villages to support our diverse places and communities and delivering a greener, healthier Kirklees that addresses the challenges of climate change, the Council has an ambitious programme of transport and active travel investments. These investments are overwhelmingly funded from external sources that come via the West Yorkshire Mayoral Combined Authority.

## 2. Kirklees Transport Portfolio

A safe, efficient and well-functioning transport system helps underpin many of the Council's shared outcomes such as independence, aspiration, sustainable economy and clean and green.

The Kirklees transport programme covers a wide range of transport benefits which include:

- Promoting active travel (walking and cycling).
- Congestion relief; unlocking economic growth via interventions on the highway network.
- Bus improvement, prioritisation and reform.
- Supporting modal shift and decarbonisation.

Note that this excludes the Highways Capital and Maintenance programmes that is dealt with separately.

The Kirklees Transport Capital Programme is largely funded via monies devolved to the West Yorkshire Mayoral Combined Authority.

- The **West Yorkshire Transport Fund (WYTF)** is designed to facilitate long term economic growth and is funding made available to West Yorkshire from the Department for Transport. A number of strategic transport projects were originally put forward by Kirklees, often related to addressing key infrastructure constraints identified in the Local Plan.
- The **Active Travel Fund (ATF)** is a funding opportunity to support the uptake of active travel (walking, wheeling and cycling) for everyday trips.
- The **Transforming Cities Fund (TCF)** was a devolved programme of transport infrastructure investment secured as part of the West Yorkshire Devolution Deal, designed to support more accessible, affordable and attractive green transport options, connecting people to economic and education opportunities and healthier communities for the future. The Transforming Cities Fund has since been incorporated into the City Regional Sustainable Transport Fund.

- The **City Regional Sustainable Transport Settlement (CRSTS)** is the most recent, multi-year, tranche of devolved transport funding to West Yorkshire, focussing on public and sustainable transport investment.

### 3. Progress to Date

The last few years have been periods of considerable preparation work, to take the list of schemes previously agreed by Cabinet and progress them through the West Yorkshire Combined Authority (WYCA) Assurance Process. This generally involves developing an Outline and a Full Business Case. The schematic included at Appendix 1 outlines the key stages. Given their scale and complexity, transport schemes of this nature can typically take several years to deliver and each Kirklees project is at a different stage, depending on its level of maturity.

The Kirklees Transport Capital Programme is made up of a number of projects. Table 1 sets out briefly the stage of each project, progress to date and expectations for the next 12 months. Projects are classified as either;

- **Delivered** – substantially completed
- **In Delivery** – on site, construction underway
- **Preparing for delivery** – contractor procurement underway or complete, preparing to start on site
- **In Development** – progressing through the WYCA Assurance Process
- **Pipelined** – not being progressed to delivery at this time (see below)

At West Yorkshire level, these funding programmes have required regular review given their scale and the impact of inflation. These reviews ensure the projects remain affordable within a given funding pot. Often projects extend their initial indicative funding allocation which can result in other projects needing to be deprioritised or paused. These deprioritised or paused projects are intended to form part of a future pipeline of projects that will be considered when additional funding becomes available. These have been the subject of previous decisions but are identified for completeness in Table 1 as “pipelined.”



**Table 1 – progress to date summary**

| No. | WYTF Projects   | Summary progress and next steps  |
|-----|---|--|
| 1   | <p><b>A62 to Cooper Bridge</b></p> <p>Forecast cost: £53.5m</p> <p>Anticipated start date: Apr 2027</p> <p>Anticipated end date: Sep 2028</p>                       | <p><b>In Development</b></p> <p>This project will deliver traffic capacity and cycling infrastructure along the A62 between Leeds Road / Bradley Road and Leeds Road / Wakefield Road junctions incorporating Cooper Bridge roundabout. This additional capacity was identified in the Local Plan as needed to accommodate growth in north Kirklees.</p> <p>A phased approach was approved by Cabinet on 23-01-24 which would seek to deliver Phase 1 improvements between Cooper Bridge roundabout and the Leeds Road / Wakefield Road junction. A change request has been submitted to WYCA accordingly and this is progressing through their assurance process.</p> <p>Options for Phase 1 are now being developed with further stakeholder engagement and public consultation expected in late 2024. A revised Outline Business Case will be brought to Cabinet in due course setting out more detail.</p> |
| 2   | <p><b>A629 Halifax Road (Phase 5)</b></p> <p>Forecast cost: £13.88m</p> <p>Anticipated start date: Spring 2025</p> <p>Anticipated end date: Autumn 2026</p>         | <p><b>Preparing for Delivery</b></p> <p>This project, between Birkby Road and Ainley Top, is designed to speed up public transport and cars journeys, unlock key development sites and deliver improved cycling and walking facilities to facilitate Local Plan delivery.</p>  |
| 3   | <p><b>Holmfirth Town Centre Access Plan</b></p> <p>Forecast cost: £10.49m</p> <p>Anticipated start date: Stared July 2024</p> <p>Anticipated end date: Dec 2025</p> | <p><b>In Delivery</b></p> <p>Holmfirth Town Centre Access Plan (HTCAP) supports economic growth through investment in improvements at key junctions which focus on reducing current and forecast congestion, improving journey time reliability and widening sustainable travel opportunities.</p> <p>Improvements to public realm, pedestrian facilities and the creation of riverside seating and links to the river within the area will improve the quality of life for residents, whilst improving the visitor / tourist experience.</p>  |
| 4   | <p><b>Mirfield to Dewsbury to Leeds (M2D2L)</b></p>   | <p><b>Pipelined</b></p> <p>The Mirfield to Dewsbury to Leeds (M2D2L) scheme spans the area from west Mirfield, through Ravensthorpe and</p>  |

|   |  |   |
|---|--|---|
|   | <p>Forecast cost: £1.34m (development to FBC)</p> <p>Anticipated start date: n/a</p> <p>Anticipated end date: n/a</p>  | <p>around Dewsbury Town Centre, extending northwards through Shawcross and Tingley on the A653 Leeds Road through Beeston (Ring Road / Dewsbury Road) into South Leeds. The scheme aims to resolve a number of transport issues along this corridor through the introduction of a blend of transport, highway-based and active mode interventions to improve people's modal choice, the local environment, and capacity of the network to help to enable economic growth.</p> <p>Full Business Case was submitted to WYCA in September 2023 but is pipelined until new funding opportunities arise.</p>   |
| 5 | <p><b>Huddersfield Southern Corridors</b><br/>(A616 Chapel Hill/Albert Street/Bridge Street Jct. and A62/Longroyd Lane Jct.)</p> <p>Forecast cost: £13.62m</p> <p>Anticipated start date: Sep 2024</p> <p>Anticipated end date: Jul 2026</p> | <p><b>Phase 1 (Folly Hall) - Delivered</b><br/><b>Phases 2 and 3 - Preparing for Delivery</b></p> <p>The Huddersfield Southern Corridors (HSC) comprises a package of four highway and active travel improvements on the A62 and A616 corridors in the southern parts of Huddersfield at Folly Hall, Longroyd Lane, Lockwood and Queensgate.</p> <p>Delivery was recently completed at Folly Hall and delivery is expected to commence at Longroyd Lane in Autumn this year with Lockwood junction following on around 12 months later. Queensgate was pipelined in 2023 due to rising costs.</p>   |
| 6 | <p><b>A62 Leeds Road Smart Corridor</b></p> <p>Forecast cost: £21M</p>   | <p><b>Delivered</b></p> <p>This scheme has delivered, walking, cycling and traffic capacity improvements along the A62 between the ring road and Old Fieldhouse Lane. Construction works were completed June 2023. A post-completion monitoring/evaluation is now underway including the final road safety audit.</p>   |
| 7 | <p><b>Huddersfield Rail Station Gateway</b></p> <p>Forecast Cost: £0.5m (Development cost to OBC only)</p> <p>Anticipated start date: Business Case in progress</p> <p>Anticipated end date: Business Case end Jan 2026</p>                  | <p><b>In Development</b></p> <p>A scheme to regenerate the Station Gateway area which includes Huddersfield Railway Station, St George's Warehouse, the George Hotel, Estate Buildings, and St George's Square to maximise the regeneration benefits of the TransPennine Route Upgrade (TRU); act as a catalyst for further investment in buildings and infrastructure; and connect active, public, and private modes of travel to help meet climate change commitments.</p> <p>WYCA approved £500,000 from the West Yorkshire Transport Fund for the Council to develop an outline business case based on a station area masterplan which is currently being drawn up in partnership with Network Rail, TransPennine Express and HD1 Developments Ltd.</p> |

|           |   |   |
|-----------|---|---|
| 8         | <p><b>A629 Wakefield Road Sustainable Transport Corridor</b></p> <p>Forecast cost: £0.75m (development costs to OBC)</p> <p>Anticipated start date: Business case in progress</p> <p>Anticipated end date: Business Case end Oct 2024</p> | <p><b>To Pipeline at OBC</b></p> <p>The scheme aims to improve public transport and active travel (walk and cycle) mode provision along the A629 Wakefield Road between Shorehead Roundabout and Fenay Lane junction.</p> <p>Submission of the Outline Business Case is anticipated Winter 2024 at which point the scheme will be pipelined until new funding opportunities arise.</p>  |
| 9         | <p><b>A641 Bradford-Calderdale -Kirklees</b></p> <p>Forecast cost: n/a</p> <p>Anticipated start date: n/a</p> <p>Anticipated end date: n/a</p>  | <p><b>To Pipeline</b></p> <p>A Calderdale Council led cross boundary project that would deliver, walking and cycling improvements on and off road between Huddersfield town centre and the Calderdale boundary and similar schemes within Calderdale and Bradford. Due to delivery costs exceeding budget the Kirklees and Bradford elements will now be pipelined.</p>   |
| <b>No</b> | <b>CRSTS(TCF) Projects</b>  |   |
| 10        | <p><b>Dalton-Deighton Active Travel</b></p> <p>Forecast cost: £7.5m</p> <p>Anticipated start date: Spring 2026</p> <p>Anticipated end date: Summer 2027</p>   | <p><b>In Development</b></p> <p>This project will see an existing public right of way between Dalton Bank Road and Ashgrove Road transformed to improve accessibility for walkers together with permitting cyclists. Improvements will also be made to Ashgrove Road to provide walking and cycling links to A62 Leeds Road and the Huddersfield Broad Canal.</p> <p>A Strategic Outline Business Case was submitted June 2024. Upon successful outcome of submission, work will commence on the Outline Business Case.</p> |
| 11        | <p><b>A62-A644 Bus Enhancements</b></p> <p>Forecast cost: £0.24m (development costs to SOC)</p>   | <p><b>Pipelined</b></p> <p>This scheme has investigated opportunities for improving bus priority infrastructure on A62 Leeds Road between Far Common Road and A62/A644 junction but it is not feasible to deliver meaningful improvements within the existing highway boundaries.</p>   |

|    |   |  |
|----|---|--|
|    | <p>Anticipated start date:<br/>n/a</p> <p>Anticipated end date:<br/>n/a</p>   | <p>A Strategic Outline Business Case was submitted July 2024 but will be pipelined, pending further consideration of the need and justification for a more comprehensive scheme.</p>   |
| 12 | <p><b>A638 Dewsbury-Cleckheaton</b></p> <p>Forecast cost: £15.8m</p> <p>Anticipated start date:<br/>Nov 2024</p> <p>Anticipated end date:<br/>Oct 2025</p>      | <p><b>Preparing for Delivery</b></p> <p>The scheme proposes to improve cycle links between Dewsbury and Cleckheaton, improve bus journey times through modal shift and network capacity improvements.</p>  |
| 13 | <p><b>Dewsbury-Walking &amp; Cycling</b></p> <p>Forecast cost: £12.3m</p> <p>Anticipated start date:<br/>Apr 2025</p> <p>Anticipated end date:<br/>Jan 2026</p> | <p><b>In Development</b></p> <p>To introduce new cycle/ walking links on the ring road and in the town centre. Improving active travel connectivity between station to station.</p>  |
| 14 | <p><b>Dewsbury-Batley-Chidswell</b></p> <p>Forecast cost: £10.0m</p> <p>Anticipated start date:<br/>Apr 2025</p> <p>Anticipated end date:<br/>May 2026</p>      | <p><b>In Development</b></p> <p>Introducing new cycle links from Dewsbury to Chidswell via Batley. Outline Business Approval granted in 2024. Progressing detail designs for Full Business Approval late 2024.</p>   |
| 15 | <p><b>Heckmondwike Bus Hub</b></p> <p>Forecast cost: £10.5m</p> <p>Anticipated start date:<br/>Sep 2024</p> <p>Anticipated end date:<br/>Sept 2025</p>          | <p><b>In Delivery</b></p> <p>A new state of the art bus station with new waiting and welfare facilities, increasing bus stands from 4 to 6. Enabling work has commenced June 2024 to undertake the statutory diversion works. The existing bus facility has been decommissioned. Currently assessing contract prices with contractor; finalising planning/building consents.</p> |

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|-----------|---|--|
| 16        | <b>Huddersfield Bus Station</b><br><br>Forecast cost: £8.0m<br><br>Anticipated start date: Apr 2025<br><br>Anticipated end date: Mar 2027                                   | <b>In Development</b><br>To improve surrounding public realm areas, a new cycle hub and a new building canopy to enhance the existing gateway. Outlines Business Case approved in 2022. Aiming for Full Business Approval in late 2024.  |
| 17        | <b>Huddersfield Rail Station Connections</b><br><br>Forecast cost: £19.15m*<br><br>Anticipated start date: Apr 2025<br><br>Anticipated end date: Mar 2027                   | <b>In Development</b><br>To introduce new cycle/ walking links across the ring road and in the town centre. Outline Business Approval granted in 2024. Progressing detailed designs for Full Business Approval late 2024. Construction start Spring 2025 subject to WYCA approval and being able to accommodate works alongside Trans Pennine Rail Upgrade (TRU) and other town centre regeneration schemes.<br><br>* This includes £0.45m to complete all necessary closure reports for the previous Rail Station Access project (delivered). |
| <b>No</b> | <b>Active Travel Funds (ATF)</b>  |  |
| 18        | <b>Primrose lane and Huddersfield Narrow Canal (ATF2)</b><br><br>Forecast cost: £1.98m<br><br>Anticipated start date: in construction<br><br>Anticipated end date: Nov 2024 | <b>Preparing for Delivery and In Delivery</b><br>Primrose Lane in delivery. This project will improve the existing bridleway between Bradford Road and the Spen Valley Greenway to make it more accessible for walking and cycling.<br>Works on Huddersfield Narrow Canal is currently being procured.   |
| 19        | <b>Huddersfield Narrow Canal (ATF4)</b><br><br>Forecast cost: £0.914<br><br>Anticipated start date: Mar 2024<br><br>Anticipated end date: Jun 2024                          | <b>In Development.</b><br>A third phase of development will see improvements between Slaithwaite and Marsden to make it more accessible for walking and cycling. Designs being progressing. Construction start Spring 2025.  |

|    |   |  |
|----|---|--|
| 20 | <p><b>Huddersfield Broad Canal (ATF4)</b></p> <p>Forecast cost: £1.31</p> <p>Anticipated start date: Mar 2025</p> <p>Anticipated end date: Jun 2025</p> | <p><b>In Development</b></p> <p>Surface improvements will be undertaken along the Huddersfield Broad Canal between Aspey basis and Cooper Bridge to make it more accessible for cycling and walking. Designs being progressed.</p> |
|----|---|--|

**4. Looking Ahead; delivery in 2024/2025**

The next 12 months will see further projects move into delivery, requiring the necessary delegated authority to progress. The projects where this is necessary are listed below (please note these are all within the CRSTS-TCF Programme).

There will be time limited disruption on the Council’s highway network during these build periods, the impacts are being mitigated with discussions with local businesses, communities and other key stakeholder like bus operators and blue light services. Mitigation proposals that are considered include phasing, restrictions to off-peak working and/or limiting the extent of traffic management on the network at one time. A balanced solution will be sought to ensure safety of the operatives on site, construction duration and in maintaining suitable safe access/egress to homes and businesses.

**4.1 A638 Dewsbury - Cleckheaton STC**

Walking and cycling scheme from Dewsbury to Cleckheaton via Heckmondwike Town Centre with both on and off-site highway works. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The designs are currently being finalised.

The main highway works element of the project are in the process of being procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in October 2024. The construction works are anticipated to start in November 2024.

A main part of the scheme will make improvements on the Spen Valley Greenway (National Cycle Route 66). The Spen Valley Greenway is owned and maintained by Sustrans and forms part of the public accessible national and local active travel infrastructure.

It is proposed that Sustrans will be issued a direct award contract to undertake the necessary design and delivery of the project on their own land, as the Council does not generally carry out works on private land. This award will be undertaken in compliance with the Council’s Financial Procedure Regulations and Contract Procedure Rules.

Sustrans is a national walking, wheeling and cycling charity, and in its governing document as registered by the Charity Commission includes the following statement:

*“to promote and encourage, both in the UK and overseas, for the public benefit the development in the community of, and the provision of safe routes, paths and facilities for, cycling, walking and other forms of low energy transport”*

#### **4.2 Dewsbury Walking & Cycling**

Walking and cycling scheme on outskirts of Dewsbury Town Centre with some elements within the Town Centre. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning Services. The detail designs are currently being progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

#### **4.3 Dewsbury-Batley-Chidswell Sustainable Travel Corridor**

Walking and cycling scheme from Dewsbury Town Centre to Chidswell Estate in Batley running on major highways in Dewsbury and Batley. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The details designs are currently being progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

#### **4.4 Huddersfield Rail Station Connections**

Walking and cycling scheme from St. John's Road and Trinity Street in Huddersfield to Huddersfield Rail Station via John William Street and Northumberland Street. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The designs continue to be progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

#### **4.5 Huddersfield Narrow Canal and Broad Canal Projects (Grant Award)**

Both these schemes will make walking and cycling improvements along existing towpaths. The land is owned by the Canals and River Trust. Canal & River Trust is a charitable operator and guardian of 2,000 miles of historic waterways across England and Wales with the purpose to ensure they remain available for the public to enjoy.

For the Active Travel Huddersfield Narrow Canal (HNC) and Broad Canal (HBC) schemes, Canal and River Trust will be awarded grants to undertake the necessary design and delivery of the projects. These are grants will be for £1,195,346 (HBC) and £832,718 (HNC).



The outcomes of these works will align with the Council's objectives to enhance and improve the active travel network. It is important to note the Council as a matter of course does not carry out works on private land. These grants will be awarded in accordance with necessary Financial Procedure Regulations and Contract Procedure Rules.

## **5. Implications for the Council**

### **5.1 Council Plan**

This Capital Programme as a whole support's regeneration through infrastructure investment on roads and transport hubs in our district. This helps to set the course to invite and attract partner investment into our communities, towns and villages.

These projects will improve connectivity within the district to important destinations like employment, education and our green spaces. They look to enhance our public transport active travel offer in promoting modal shift to a greener Kirklees.

### **5.2 Financial Implications**

A summary of the project budgets and the future forecast spend profiles is provided at Appendix 2. The future spend profiles are estimated and are subject to achieving the necessary consents and approvals to award contracts, and subject to agreement of final contract sums.

Within the TCF Programme, £6.45million of Council capital borrowing has been committed as match funding against the following projects:

- Dewsbury Walking/Cycling £2m
- Huddersfield Bus Station £1m
- Huddersfield Rail Station Connections and Access £3.45m

As part of previous capital plan reviews, the Council's match funding commitment to WYTF projects was removed. That was done on the understanding that match funding for TCF would be retained because match funding was an important part of the original TCF funding award.

## **6. Legal Implications**

### **6.1 Funding Agreements**

The Council has the power to enter into funding agreements with the West Yorkshire Combined Authority; together with the statutory powers to carry out the projects referred to in this report. The Council will comply with its Financial Procedure Rules, Contract Procedure Rules and the Public Contracts Regulation and The Procurement Act 2023 and Regulations as applicable.

## **7. Other (e.g. Risk, Integrated Impact Assessment or Human Resources)**

### **7.1 Risk**

The Service Risk Register has been reviewed. An important part in seeking the Delegations set out in this report is to allow the timely award of contracts within the timeframe that contractors will guarantee their tender prices. This thereby enables the effective delivery of the Transport Programme, ensuring the transport benefits are realised. and protects the Council's reputation in meeting its delivery programme.

Successfully delivery schemes of the nature require the right skills and professional teams to be in place which effectively manage the Council's risk. Construction project management is either delivered via the Council's Highways function or brought in from outside professionals, depending on the project.

All cost liabilities outside a grant funding agreements with West Yorkshire Combined Authority rest with the Council. Project budgets have made inflation allowances and include risk and contingency sums as standard in order to minimise the risk of cost overruns, however unforeseen ground conditions, weather impacts, unrecorded utilities can have significant impact on final project costs.

### **7.2 Integrated Impact Assessment (IIA)**

All projects were required to undergo an Integrated Impact Assessment and these are reviewed to ensure we maintain a high consistent standard and our schemes align with the Council's wider strategies on inclusion, diversity, inclusion and on our environmental/climate strategies.

### **7.3 Human Resources**

None.

## **8. Consultation**

Consultation is a key part of the development of these projects and will continue through various stages as part of our quality assurance process. Many of the projects are now at stage where much of the general consultation is complete.

## **9. Engagement**

Engagement is a key part of the development of these projects and will continue through various stages as part of our quality assurance process. Many of the projects are now at stage where much of the general consultation is complete.

## **10. Options**

All projects within the Transport Programme go through an optioneering exercise in determining which scheme will achieve the best outcome. This is done at two key stages within the projects business justification case. The first is the Strategic Outline Case where a number of proposals are made at a very high-level. These are then further narrowed down to typically around three which are then further detailed at the Outline Business Case to help determine a preferred solution. The preferred solution gets further detailed during the Full Business Case ready for delivery. During which the value for money of these projects is determined and the routes that will ensure best value is achieved.

## **11. Recommendations**

- Scrutiny is request to note and comment on the annual update on the Council's major transport capital programme.

## **12. Contact officers**

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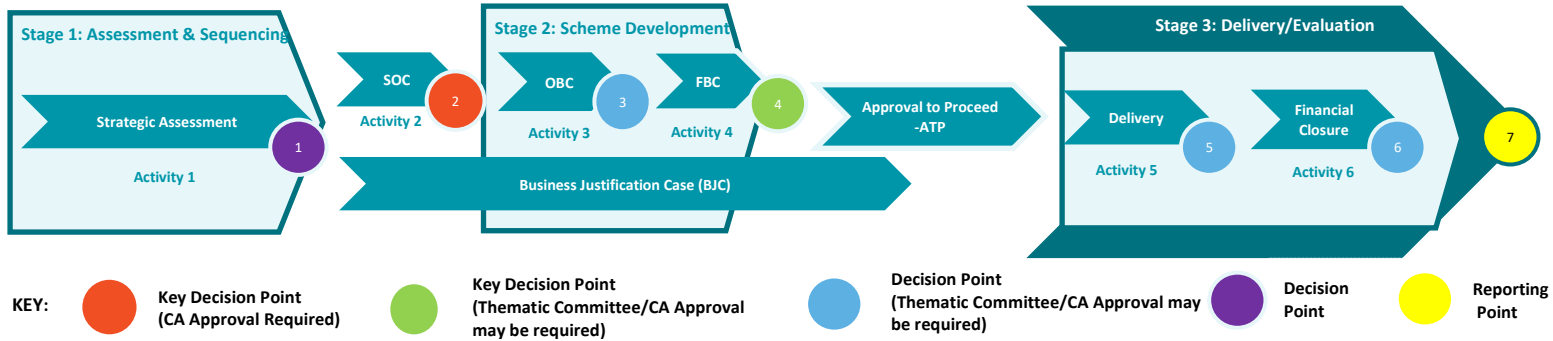
## **13. Background Papers and History of Decisions**

Cabinet Report – 19 December 2017 WY + Transport Fund Scheme update  
Cabinet Report – 18 September 2018 Huddersfield Town Centre Works  
Cabinet Report – 16 October 2018 A629 Phase 5 scheme approval/CPO  
Cabinet Report – 13 November 2018 WY plus Transport Fund Scheme update  
Cabinet Report - 26 May 2020 HSC Scheme Approval/Land Acquisition  
Cabinet Report – 28 July 2023 Transport Major Scheme Approvals/Update  
Cabinet Report – 01 September 2020 Transforming Cities Fund Programme  
Cabinet Report – 22 June 2021 Kirklees Active Travel Fund (Tranche 2)  
Cabinet Report – 22 June 2021 Huddersfield Station Gateway/Trinity St. Access  
Cabinet Report – 12 October 2021 A62 Cooper Bridge Improvement Scheme  
Cabinet Report – 16 November 2021 A62 Cooper Bridge Call In/Additional Information  
Cabinet Report – 05 July 2022 Holmfirth Town Centre Access Plan.  
Cabinet Report – 23 January 2024 Kirklees Major Transport Schemes; West Yorkshire Transport Fund (WYTF) and City Region Sustainable Transport Settlement (CRSTS) Programmes

**14. Service Director responsible**

Edward Highfield – Service Director, Skills and Regeneration

# Appendix 1 - WYCA Assurance Process



| Appendix 2 – financial summary        | Total Project Budget (£m) | Funded by:           |               |             | Spend to 31/03/2024 (£m) | Forecast Spend (next 3 years only) (£m) |              |             | Future Years Spend (£m) |
|---------------------------------------|---------------------------|----------------------|---------------|-------------|--------------------------|---|--------------|-------------|-------------------------|
|                                       |                           | Council Capital (£m) | WYCA (£m)     | Other (£m)  |                          | 24/25 (£m)                              | 25/26 (£m)   | 26/27 (£m)  |                         |
| <b>TRANSPORT FUND</b>                 |                           |                      |               |             |                          |   |              |             |                         |
| A62 Cooper Bridge                     | 53.50                     | 0.00                 | 53.50         | 0.00        | 2.70                     | 1.30                                    | 8.90         | 2.08        | 38.52                   |
| A629 Phase 5                          | 13.88                     | 0.00                 | 13.80         | 0.08        | 3.70                     | 0.35                                    | 6.10         | 0.75        | 2.98                    |
| Holmfirth Town Access                 | 10.49                     | 0.24                 | 10.25         | 0.00        | 2.20                     | 3.90                                    | 3.90         | 0.30        | 0.19                    |
| M2D2L                                 | 1.34                      | 0.00                 | 0.00          | 0.00        | 1.32                     | 0.02                                    | 0.00         | 0.00        | 0.00                    |
| Huddersfield Southern Corridors       | 13.62                     | 1.53                 | 12.09         | 0.00        | 6.00                     | 1.40                                    | 3.20         | 2.10        | 0.92                    |
| A62 Leeds Rd Smart Corridor           | 21.00                     | 4.39                 | 15.42         | 1.19        | 19.38                    | 0.50                                    | 1.02         | 0.00        | 0.10                    |
| Huddersfield Rail Station Gateway     | 0.50                      | 0.00                 | 0.00          | 0.00        | 0.22                     | 0.12                                    | 0.13         | 0.03        | 0.00                    |
| A629 Wakefield Rd                     | 0.75                      | 0.00                 | 0.00          | 0.00        | 0.60                     | 0.15                                    | 0.00         | 0.00        | 0.00                    |
| <b>Subtotal</b>                       | <b>115.08</b>             | <b>6.16</b>          | <b>105.06</b> | <b>1.27</b> | <b>36.12</b>             | <b>7.74</b>                             | <b>23.25</b> | <b>5.26</b> | <b>42.71</b>            |
|                                       |                           |                      |               |             |                          |   |              |             |                         |
| <b>CRTSTS FUND</b>                    |                           |                      |               |             |                          |   |              |             |                         |
| Dalton-Deighton                       | 7.50                      | 0.00                 | 7.50          | 0.00        | 0.23                     | 0.32                                    | 1.20         | 2.40        | 3.35                    |
| A62-A644 Bus Improvements             | 0.24                      | 0.00                 | 0.24          | 0.00        | 0.14                     | 0.09                                    | 0.00         | 0.00        | 0.01                    |
| <b>Subtotal</b>                       | <b>7.74</b>               | <b>0.00</b>          | <b>7.74</b>   | <b>0.00</b> | <b>0.37</b>              | <b>0.41</b>                             | <b>1.20</b>  | <b>2.40</b> | <b>3.36</b>             |
|                                       |                           |                      |               |             |                          |   |              |             |                         |
| <b>TCF FUND</b>                       |                           |                      |               |             |                          |   |              |             |                         |
| A629 Wakefield Road                   | 0.70                      | 0.00                 | 0.70          | 0.00        | 0.65                     | 0.05                                    | 0.00         | 0.00        | 0.00                    |
| A638 Dewsbury-Cleckheaton             | 15.80                     | 0.00                 | 15.30         | 0.50        | 2.40                     | 9.00                                    | 4.35         | 0.05        | 0.00                    |
| Dewsbury Walking/Cycling              | 12.30                     | 2.00                 | 10.30         | 0.00        | 1.40                     | 0.70                                    | 10.10        | 0.10        | 0.00                    |
| Dewsbury-Batley-Chidswell             | 10.00                     | 0.00                 | 10.00         | 0.00        | 1.50                     | 2.00                                    | 6.45         | 0.00        | 0.05                    |
| Heckmondwike Bus Hub                  | 10.50                     | 0.00                 | 10.50         | 0.00        | 1.90                     | 4.40                                    | 4.18         | 0.00        | 0.02                    |
| Huddersfield Bus Station              | 8.00                      | 1.00                 | 7.00          | 0.00        | 0.70                     | 1.60                                    | 5.70         | 0.00        | 0.00                    |
| Huddersfield Rail Station Connections | 18.70                     | 3.00                 | 15.70         | 0.00        | 1.40                     | 1.20                                    | 12.90        | 3.20        | 0.00                    |
| Huddersfield Rail Station Access      | 0.45                      | 0.45                 | 0             | 0           | 0                        | 0.45                                    | 0            | 0           | 0                       |
| <b>Subtotal</b>                       | <b>76.45</b>              | <b>6.45</b>          | <b>69.50</b>  | <b>0.50</b> | <b>9.95</b>              | <b>19.4</b>                             | <b>43.68</b> | <b>3.35</b> | <b>0.07</b>             |

| Scheme                         | Total Project Budget (£m) | Funded by:           |               |             | Spend to 31/03/2024 (£m) | Forecast Spend (next 3 years only) (£m) |              |              | Future Years Spend (£m) |
|--------------------------------|---------------------------|----------------------|---------------|-------------|--------------------------|---|--------------|--------------|-------------------------|
|                                |                           | Council Capital (£m) | WYCA (£m)     | Other (£m)  |                          | 24/25 (£m)                              | 25/26 (£m)   | 26/27 (£m)   |                         |
| <b>ACTIVE TRAVEL FUNDS</b>     |                           |                      |               |             |                          |   |              |              |                         |
| ATF 2 (Primrose Lane/HNC)      | 1.98                      | 0.00                 | 1.98          | 0.00        | 1.10                     | 0.83                                    | 0.05         | 0.00         | 0.00                    |
| ATF4 Huddersfield Narrow Canal | 0.91                      | 0.00                 | 0.91          | 0.00        | 0.02                     | 0.04                                    | 0.85         | 0.00         | 0.00                    |
| ATF4 Huddersfield Broad Canal  | 1.30                      | 0.00                 | 1.30          | 0.000       | 0.02                     | 0.05                                    | 1.20         | 0.03         | 0.00                    |
| <b>Subtotal</b>                | <b>4.19</b>               | <b>0.00</b>          | <b>4.19</b>   | <b>0.00</b> | <b>1.14</b>              | <b>0.92</b>                             | <b>2.10</b>  | <b>0.03</b>  | <b>0.00</b>             |
|                                |                           |                      |               |             |                          |   |              |              |                         |
| <b>Grand Total</b>             | <b>203.46</b>             | <b>12.61</b>         | <b>186.49</b> | <b>1.77</b> | <b>47.58</b>             | <b>28.47</b>                            | <b>70.23</b> | <b>11.04</b> | <b>46.14</b>            |

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**SCRUTINY 23.9.24**

**OUR CULTURAL HEART  
UPDATE ON PROGRESS**

**Approved by: Edward Highfield, Service  
Director, Skills & Regeneration.**

**Cabinet member: Cllr Graham Turner, Finance  
and Regeneration Portfolio Holder.**

**Electoral ward: Newsome**

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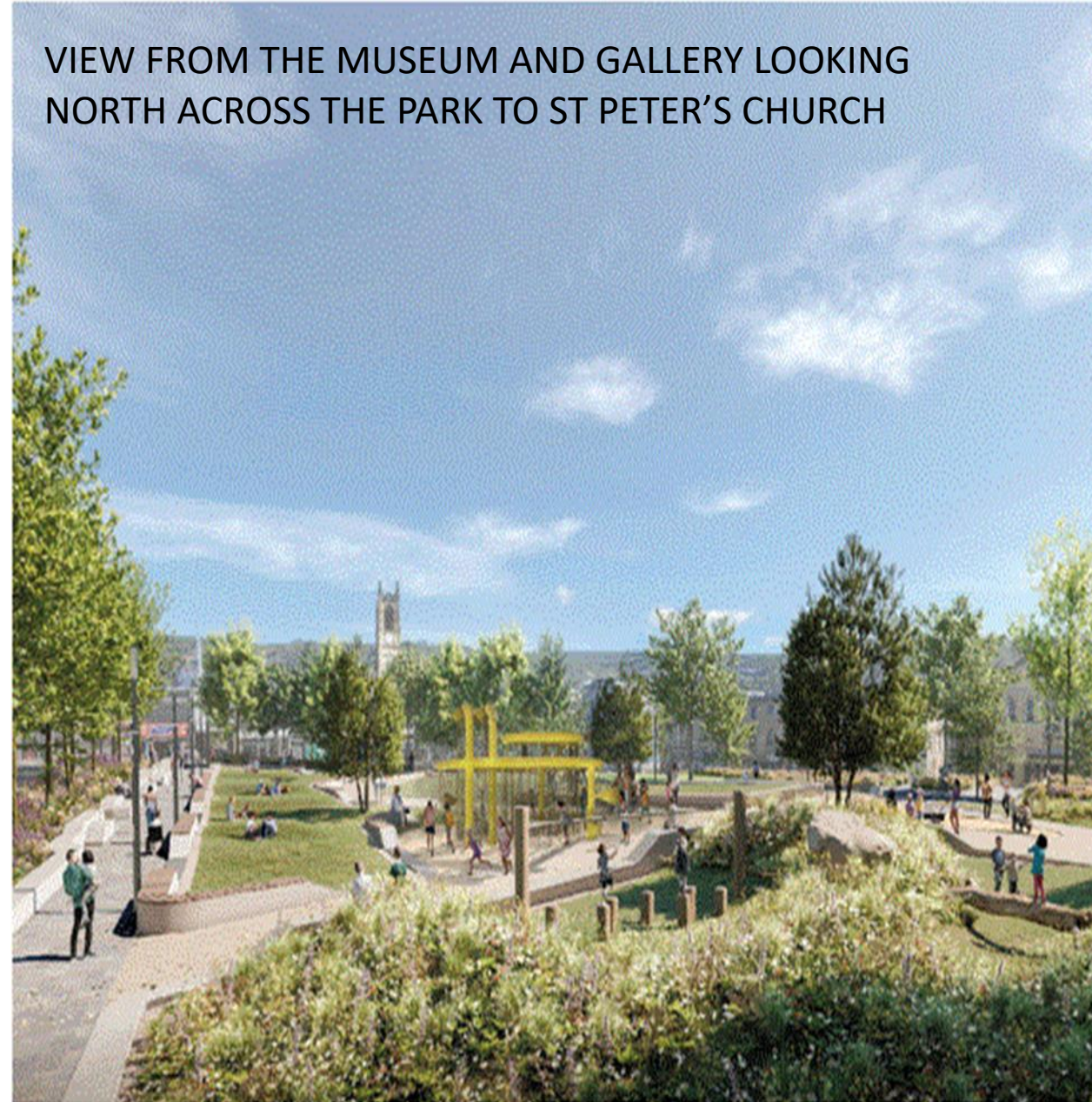
5.PHASE 1

6.PHASE 2

7.FUTURE PHASES

8.QUESTIONS/DISCUSSION

VIEW FROM THE MUSEUM AND GALLERY LOOKING NORTH ACROSS THE PARK TO ST PETER'S CHURCH



# SUMMARY

- Huddersfield Blueprint launched in June 2019 to transform the town centre. Our Cultural Heart (OCH) is one of six target areas
- OCH delivers against one of the council's four key priorities, 'invest and regenerate our towns and villages'
- £262m construction budget for OCH included in the council multi-year capital budget plans profiled over the years up to 2030-31
- Council services preparing for pre-opening and opening in line with construction phases, and the Town Centre Operational Management Board coordinating operation and integration across the town centre
- OCH reports monthly to programme board and Regen PHB

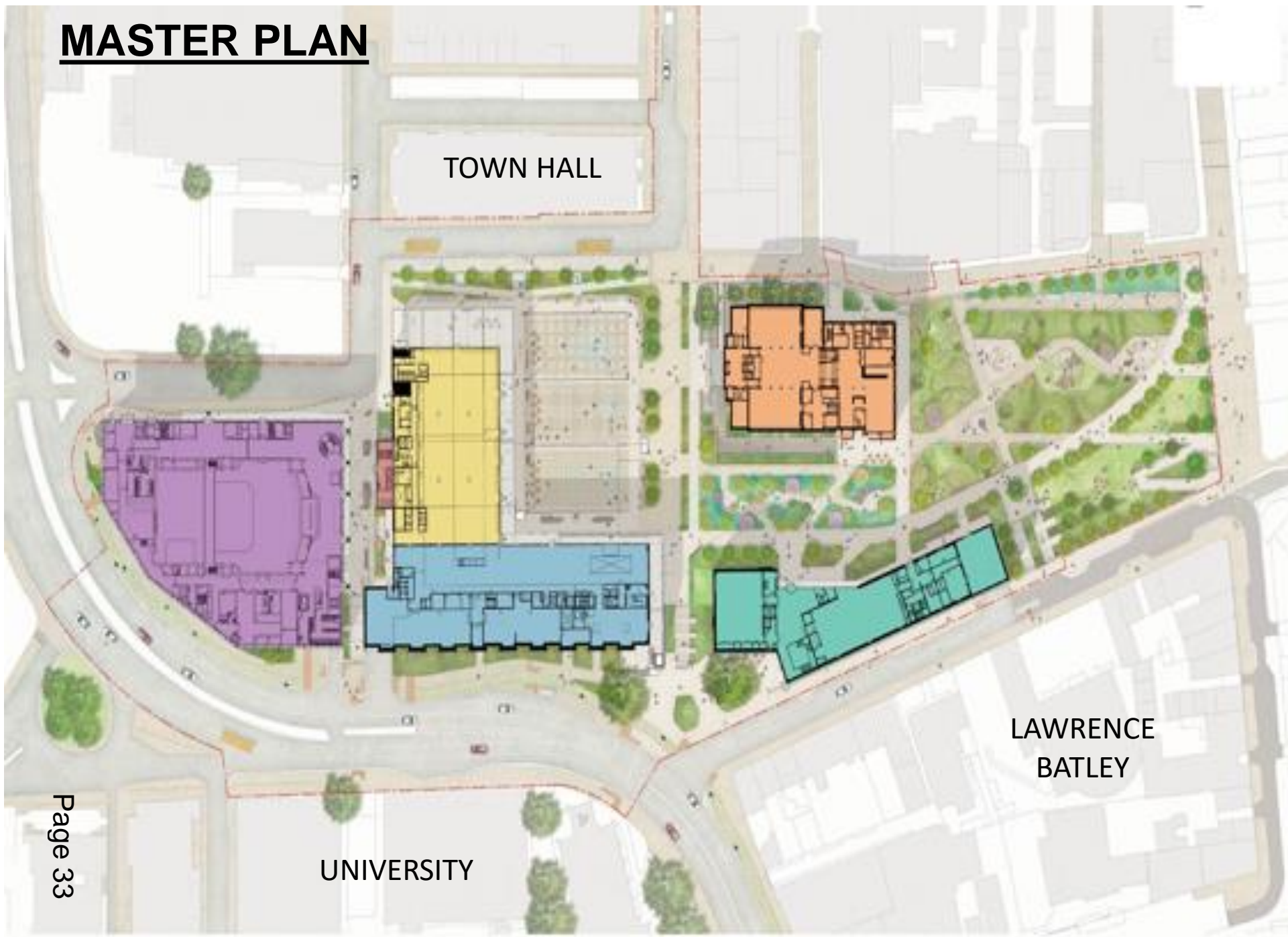








# SUMMARY continued

- Progress regularly reviewed by Cabinet using the gateway process where issues influencing the council, and the programme can be factored into future strategy. Gateways will be repeated for each phase
- Next Cabinet report target date is Nov/Dec 2024
- The programme has also been to Scrutiny several times with the last visit on the 20<sup>th</sup> November 2023
- Scrutiny is invited to note the progress made in developing the programme and the next steps



# MASTER PLAN



-  LIBRARY
-  FOOD HALL
-  MUSEUM & GALLERY
-  QUEEN ST PLOT
-  VENUE & MSCP
-  PUBLIC REALM/PARK

# OUR CULTURAL HEART

## PHASES



### PHASE 1

- NEW LIBRARY
- FOOD HALL



### PHASE 2

- MUSEUM & GALLERY



### PHASE 3

- QUEEN ST PLOT



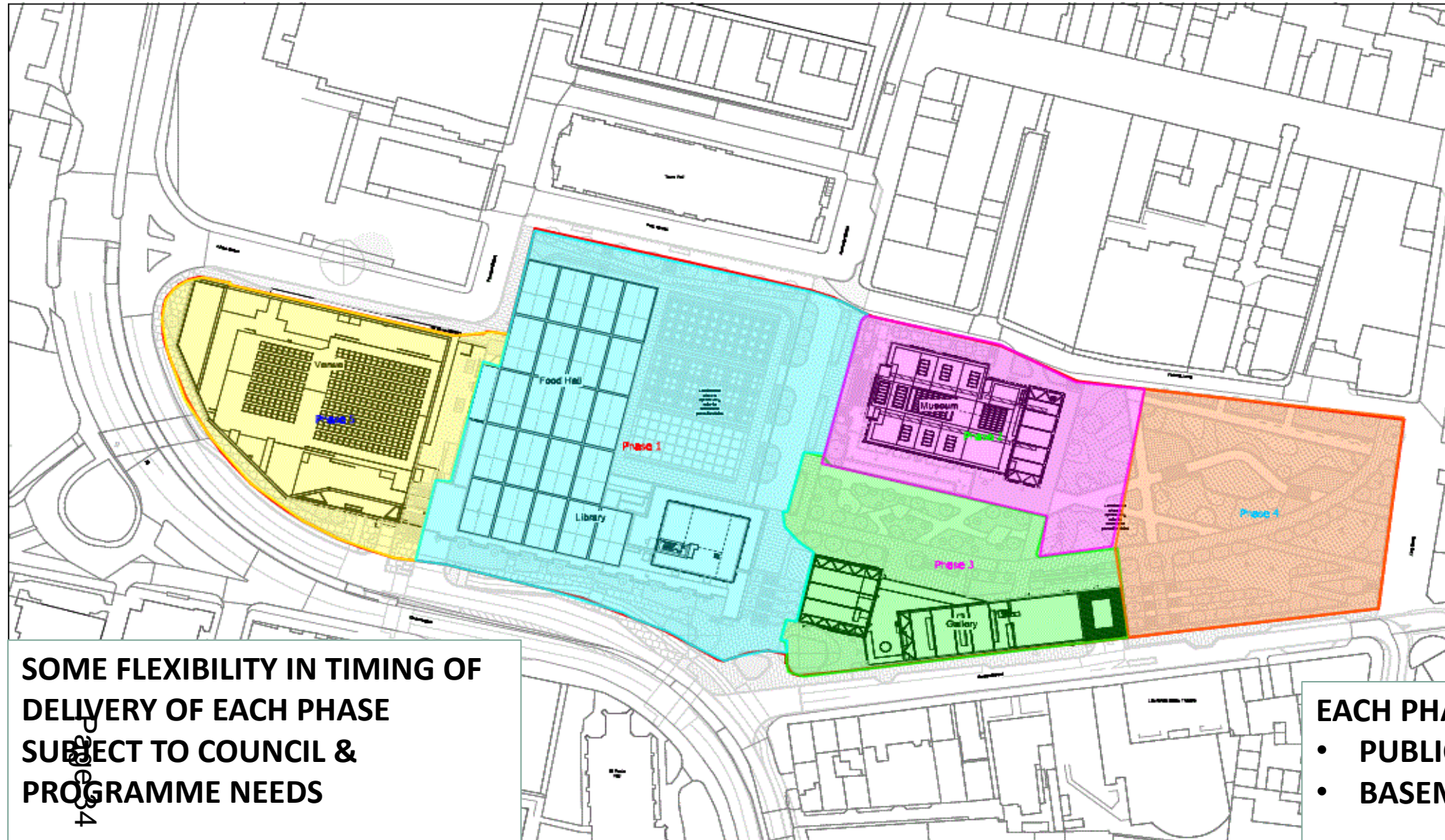
### PHASE 4

- PARK



### PHASE 5

- VENUE & MSCP



**EACH PHASE ALSO INCLUDES**

- PUBLIC REALM
- BASEMENT

**SOME FLEXIBILITY IN TIMING OF DELIVERY OF EACH PHASE SUBJECT TO COUNCIL & PROGRAMME NEEDS**

## **PHASE 1, GATEWAY 4, DECEMBER 2024**

**At Phase 1, GW4 Cabinet approved or delegated the following,**

- Flexibility in delivery, review phasing during timeline of the programme
- Instruct enabling works as part of the PCSA
- Subject to conclusion of the RIBA 4 design and contract sum negotiations to award the Phase 1 design & build main contract to BAM
- Extension to appointments of client's delivery team, SDP, architect, engineer, etc
- The budgets to progress the combined museum & gallery to Phase 2, Gateway 3
- To explore any 3<sup>rd</sup> party interest in the Queen St plot
- Services to establish council budgets for pre and post opening
- Conclude the social value strategy for OCH, including the operation of the SV fund

# PHASE 1

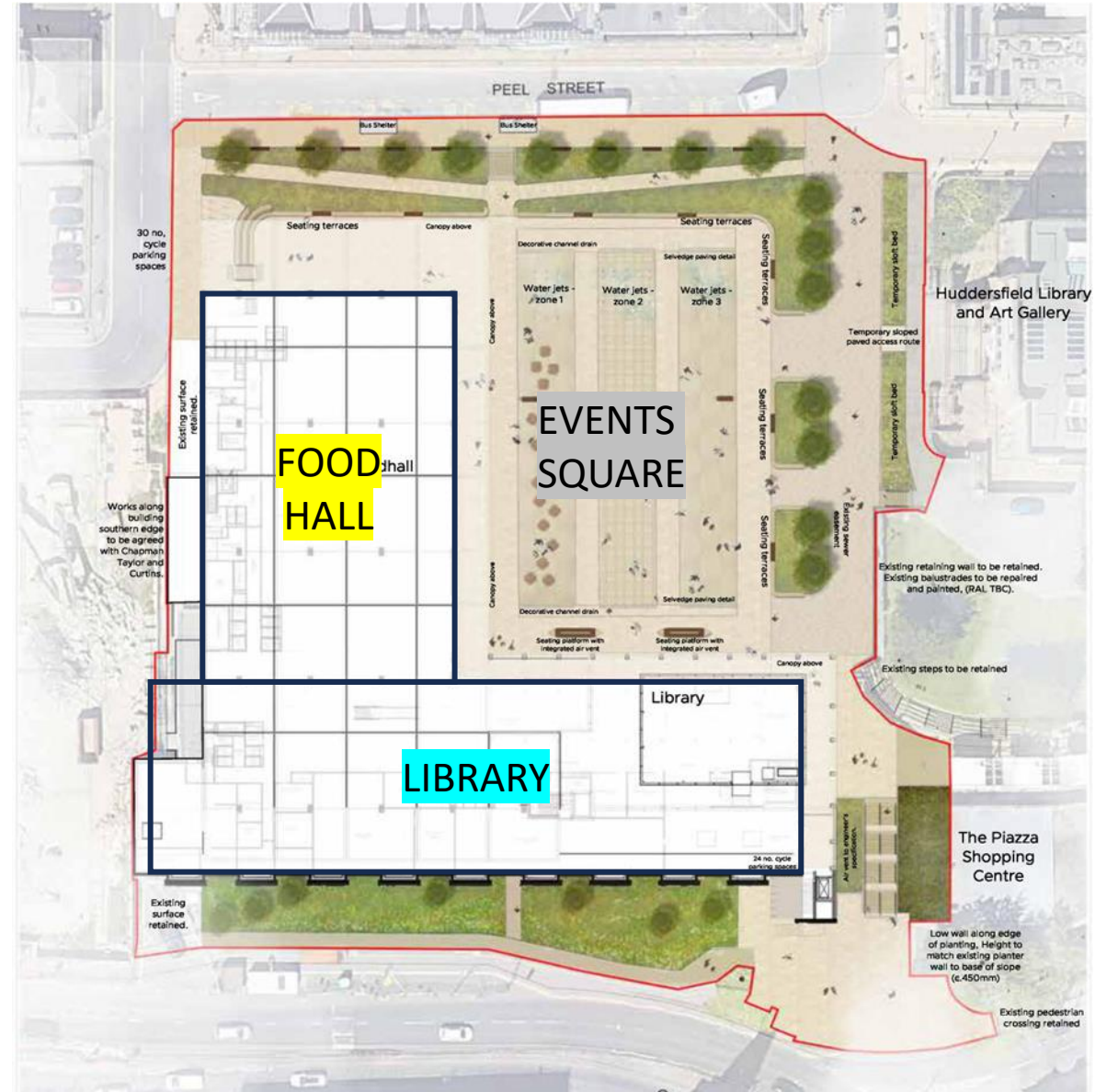
- New library
- Food hall
- Events Square
- Public realm
- Basements

## DESIGN & BUILD CONTRACT

- Following a successful PCSA period the JCT design & build main contract was signed with BAM Construction Limited (BAM) w/c 19<sup>th</sup> August 2024. Asset related structural works also included within the contract.

## TIMLELINE

- |  |           |
|--|-----------|
| • Enabling works instructed under PCSA<br>Asbestos removal & internal demolition                         | March 24  |
| • Planning/LBC revisions approved  | June 24   |
| • Main contract commenced<br>Construction compound on old car park plot<br>Contractor SV delivery begins | August 24 |
| • Food hall operator appointment   | Q4 25     |
| • Construction completion (Gateway 5)  | April 26  |
| • Facilities operational   | Summer 26 |





## PHASE 2

- Museum & Gallery
- Public realm
- Basements

### TIMLELINE

- |  |        |            |
|--|--------|------------|
| • Design work re-commenced<br>Redesigning within planning approved envelope  |        | March 24   |
| • RIBA 2 design completed  |        | May 24     |
| • RIBA 3 design target completion  |        | Sept 24    |
| • Planning/LBC revisions submitted   |        | Aug 24     |
| • The next gateway report, Phase 2, Gateway 3<br>Request approval to appointment design &<br>build contractor to progress the PCSA,<br>RIBA 4 design & contract sum negotiations |        | Nov/Dec 24 |
| • Phase 2, Gateway 4<br>Commence construction on site  | Target | Q1 26      |
| • Construction completion, target  |        | Q3 27      |
| • Facilities operational   |        | Q1 29      |



## FUTURE PHASES & MASTER PLAN DELIVERY

### PLANNING

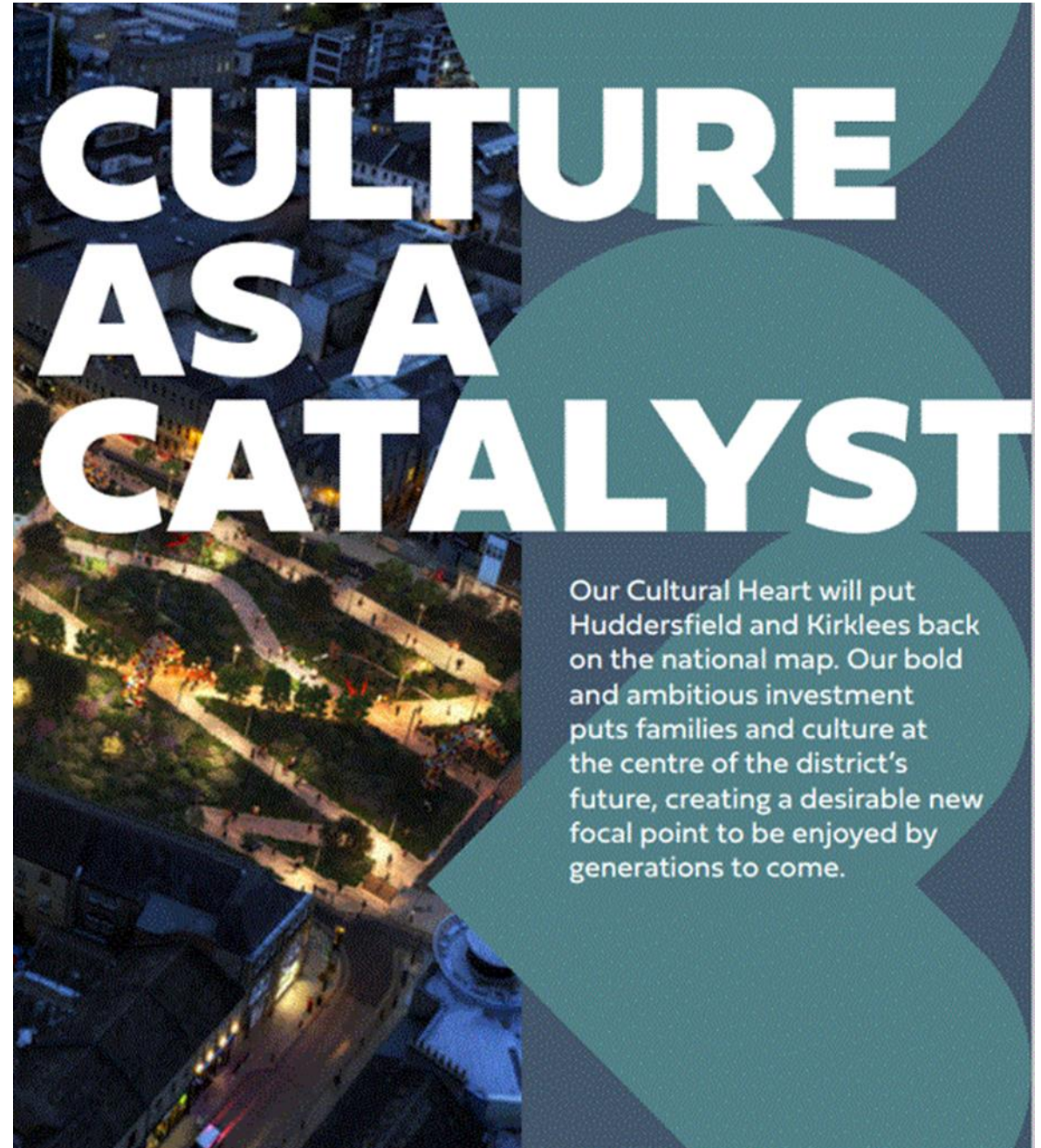
- Planning & listed building consents for the whole master plan were approved at the Strategic Planning Committee on the 2<sup>nd</sup> March 2023

### QUEEN ST PLOT

- Greenhead College have withdrawn their interest
- Other alternatives for the plot include a hotel & residential, options appraisal is being worked up

### VACANT POSSESSION

- Vacant possession of all the remaining units within the Piazza area of the master plan is deliverable to comply with phasing





## AERIAL VIEW OF OUR CULTURAL HEART, MASTER PLAN

# QUESTIONS & DISCUSSION